



Caesar Creek Soaring Club

November 25, 2020

UPCOMING EVENTS

Dec. 19, 2020 – Spot Landing Contest – See details below - Sami Rintala

Feb. 6, 2021 – Virtual CCSC annual meeting

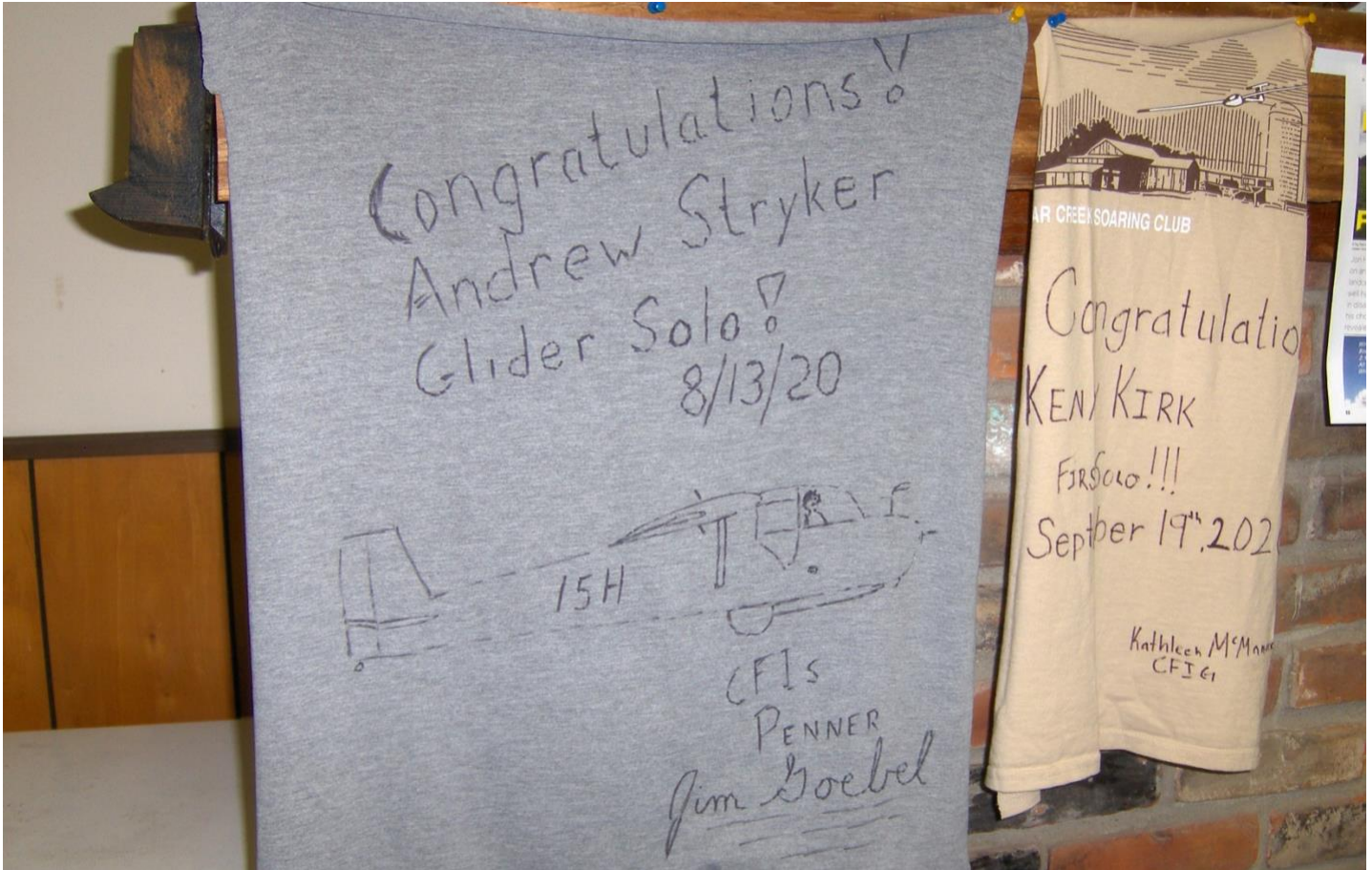
4th SUNDAY NOV 22 CREW REPORT – Chris Summers

- We cancelled 4th Sunday glider operations due to rain and very low ceilings that lasted all day.

3rd SATURDAY NOV 21 CREW REPORT – Maury Drummey

- Forecast was for persistent rain/showers throughout the day, so the Spot Landing Contest was postponed to December.
- There are always the 10% who do not get the word, so Don Green, Al Quinn and Norm Leet had 2-33 135 and two towplanes out and at the ready by 1100. Fortunately, John Lubon was doing some check ride prep with Christian Summers, and we proceeded to score three flights.
- As it turned out the rain went north of CCSC, and gave us a decent window up till 2:00 PM. Very light wind, but cold with high humidity (i.e. raw). It made for excellent echo acoustics for prop tip music.
- The clubhouse fireplace "shirt tail collection" for 2020 is pretty impressive, and has some notable art work.
- Thanks to Norm Leets for the photos and report





CCSC UPDATE TO COVID-19 RULES – Mark Miller, Operations Director

At the last BOD meeting on 5 Sep the board voted to expand the current rules to allow family members that are not dues paying members to be allowed on the field and to take guest rides. This was effective as of 5 Sep and includes those family members currently living under the same roof as the member. No other exceptions at this time. The board will review this policy each month for changes/updates based upon the current situation with the pandemic.

- In addition to allowing family members based on some feedback from the crew chiefs we will be going back to serving on your crew day to get crew credit. The policy of everyone automatically getting crew credit is over. No one gets crew credit for their flights without serving on a crew effective 5 Sep.

WEDNESDAY CREW CHIEF – Mark Miller, Operations Director

We are putting up a signup sheet on the bulletin board for people to act as crew chief on Wednesdays. They would be responsible for deciding if the field and weather permit flying, determining which aircraft should be used, coordinating ops to make sure the ground and flight crews are following procedures for safe ops, making sure everything gets put away properly at the end of the day and writing up a quick email report for the other crew chiefs and the BOD.

The signup sheet would allow individuals to plan their day without being the “stuckee” when they show up on a random Wednesday. This way the volunteer would know that they are going to be around until everyone that wants to fly gets to fly pending availability of tow pilots and instructors. Questions? Just email me at mmark4347@gmail.com.

WEDNESDAY SOUP LUNCHESES – Steve Stakus

Wednesday Soup Lunches are cancelled until after the virus has run its course. This was agreed to without descent by participants due to the limited occupancy in the clubhouse.

3rd SUNDAY NOV 15 CREW REPORT – Dan Miner

- High winds and low ceilings shut us down for the day. No flights.

2nd SATURDAY NOV 14 CREW REPORT – Dick Holzwarth

- 14 flights.
- Routine operations from runway 9.
- First glider solo for Mariateresa Sestito.
- No equipment or safety issues to report.
- 48L total tach time 3875.3.
- Special thanks to Sami Rintala and Andy Swanson for helping us out with instructing.



3rd SATURDAY DEC 19 SPOT LANDING CONTEST – Sami Rintala

Fellow aviators:

- If the weather looks good we'll have our spot landing contest at the club. We are planning on starting around 11 am and flying until sunset. Please come join us for a fun day of flying. Report to Maury (Crew Chief) when you arrive if you want to participate.
 - Safety first! Unsafe flying will not be tolerated, it's just for fun!
 - Two rounds, combined score wins.
 - Every one foot long is minus one point, every one foot short is minus TWO points.
 - Exceeding lateral limits of the mowed landing area within the first one hundred feet of touchdown: Minus 50 points. (allows normal turn at the end of landing roll to clear the landing area). In case you haven't been there lately, there is easy to see lower mowed area at both ends of the field as a designated landing area. It has enough space on either side to turn off in case there is another glider on one side.
 - Student pilots or non-current pilots are allowed to participate with the instructor (obviously no help from him/her), if instructor needs to get involved verbally or take over controls:
- Disqualification
- Tow pilots are allowed to participate, same as gliders: main wheel touchdown point is where we measure the touchdown. (we'll give Pawnees a little extra width tolerance at Maury's discretion since they are wider)
 - Pushed landing (landing in the nose down attitude, like on the skid): Minus 50 points.
 - The Zero line will be clearly visible white line about 100 feet from the threshold of that lower mowed area.
 - In case landing area is not available, first choice is to land just RIGHT of it, second choice is just left, and last choice anywhere on the field SAFELY! Should be no problem since we are going to space flights far enough apart that we can get the planes out of the way before next one lands.
 - Hope to see you! Let's have fun and be safe! Masks required on the flight line in the plane and please sanitize the plane after your own flights.

BRONZE BADGE QUESTIONS

What is the cause of Valley Breeze (adiabatic) winds?

- A Cooling air becomes more dense and therefore sinks. At night this sinking air will flow down hills and through valleys creating the wind.
- B Warm air becomes less dense and rises. With the sun on a slope during the day, warm air flows up hill creating the wind.
- C The wind blowing over a ridge creates a low pressure on the leeward slope, which in turn sucks air out of the leeward valley creating the wind.

During flight, when are the indications of a magnetic compass accurate?

- A Only in straight-and-level unaccelerated flight.
- B As long as the airspeed is constant.
- C During turns if the bank does not exceed 18 deg.

What does the red line on an airspeed indicator represent?

- A Maneuvering speed.
- B Turbulent or rough-air speed.
- C Never-exceed speed.

May a pilot operate an aircraft that is not in compliance with an Airworthiness Directive (AD)?

- A Yes, AD's are only voluntary.
- B Yes, if authorized by the FAA.

C Yes, under VFR conditions only.

When forced to land on a slope, with the wind blowing up the hill, you should

- A land uphill, even though downwind
- B land upwind, even though downhill
- C land crosswind

The Soaring Society of America website provides a [Bronze Badge Study Guide](#) which is designed to help prospective Bronze Badge candidates prepare for the written exam. The questions that are used for the Bronze Badge written test are now presented in the form of a quiz. This will be very helpful for pilots preparing to take the written test for the Bronze Badge, so take a look and try a practice test. An excellent list is provided with links to the fifteen references in which the full explanation of the subject matter is available.

[CCSC IS ON FACEBOOK](#) <https://www.facebook.com/CaesarCreekSoaringClub>

[CCSC WEBSITE](#) [MINUTES FROM BOARD OF DIRECTORS MEETINGS](#), (The password is printed on your monthly statement.)



Jonny Stewart is now Skydive Sports! He is providing a drop off service right here at CCSC. If you need your parachute repacked, just leave it in the CCSC office and fill out one of the service cards and attach it to your rig.

Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

1-26 FOR SALE OR GIVE AWAY TO A GOOD HOME

1-26B, #359 in need of recover, trailer needs work. If anyone is interested, or knows someone that might be, give me a call. Bill Hunt 513-382-1553, ohiovol@hotmail.com
My phone sends unknown callers to voicemail, so please leave a message.

FOR SALE: SCHWEIZER SGS 1-23

S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

LOOKING FOR PARTNER IN ASW 15

Chuck Lohre is looking for a partner in 6V the ASW 15 he owns with Randy Wright, N178K. Randy is willing to sell his half for \$5,500. 38:1 L/D, Dittel radio, Cambridge 304. For more information call 513-260-9025 or email chuck@lohre.com.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713)
ACC: Dick Huskey. Tow Pilots: John Armor, CR Gillespie. Instructors: Paul McClaskey, Tom McDonald. Crew: Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Joe Jaap, D. Mattmuller, Kevin Price, B. Sanbongi.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) ACC: Mark Miller. Tow Pilots: Norb Maurer, Andy Swanson. Instructors: Manfred Maurer, Bob Miller. Crew: Don Burns, Bill Clawson, Christian Maurer, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) ACC: Jim Marks, Bob Root. Tow Pilots: Brian Mork, Haskell Simpkins. Instructors: Bob Anderson, Bill Gabbard. Crew: Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jim Suda, Lizz Suda.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315) ACC: Lucy Anne McKosky. Tow Pilots: Lorrie Penner, Gordon Penner. Instructors: Jim Goebel, Tom McDonald, Tom Rudolf. Crew: Val Boehm, Al Dunn, Fred Hawk, Mike McKosky, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey, (cell: 513-871-1998)
ACC: Rolf Hegele. Tow Pilots: Don Green, Steve McManus, Sami Rintala. Instructors: Charlie DeBerry, Tom Lepley, Chris Uhl. Crew: Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, A. Quinn, Joshua Rising.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) ACC: Otis Lewis
Tow Pilots: Tony Bonser, Tim Christman. Instructors: Dick Eckels, Sami Rintala. Crew: Jacob Dunnohew, Rusty May, **Brian Stoops**,

Tony Rein, David Whapham, Ian Wolfe, Mark Crosten, John Konoratowiz

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) ACC: Ethan Saladin. Tow Pilots: Guy Byars, Tony Deatherage, Larry Kirkbride. Instructors: John Atkins, Joe Jackson. Crew: Ross Bales, Edgar Byars, Andrew Dignan, Tim Dold, David McMaster, Henry Meyerrose, John Murray.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) ACC: Steve Statkus. Tow Pilots: Ron Blume, Tim Morris. Instructors: John Lubon, Kat McManus. Crew: Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers, Lavinia Tirca.

2020 5th WEEKEND CREW DAYS:

Feb 29 – 4th Sat Crew
Mar 29 – 4th Sun Crew
May 30 – 1st Sat Crew
May 31 – 1st Sun Crew
Aug 29 – 2nd Sat Crew
Aug 30 – 2nd Sun Crew
Oct 31 – 3rd Sat Crew
Nov 29 – 3rd Sun Crew

POINTS OF CONTACT:

PRESIDENT: John Lubon
SAFETY OFFICER: Kevin Price
DIR OF OPS: Mark Miller
DIR OF FACILITIES: Keith Kilpatrick
BUSINESS MANAGER: Jon Stewart,
BusinessManager@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
FrequentFlyer@soarccsc.com

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

Revised 11/2/2020 mkm